



OFFCUTS



Newsletter of the Bromsgrove Society
of Model Engineers

Edition 98

March 2019

Time Team fail to discover ancient water pipe

Despite using the latest technology (mini - digger) and the oldest (divining rods) the team tasked with the job were unable to find the old pipe that used to supply water to the steaming bay. Therefore the decision was made to lay a separate new pipe across the field from the station.



Chairman's chunterings

Thanks to everyone who took care not to park on our site during the winter. As you can see this year there is very little damage to the site caused by cars. We will soon be busy with our annual running days and you should all by now have received a calendar detailing the days when it is your turn to help. Just a reminder that should you be unable to attend, it is your responsibility to find a stand-in. Most members are willing to swap days.

I have said above that our field is looking in good condition but, I should add, apart from the water main works.

As some of you will know in the early days of the Society, we arrived on site one Sunday morning to find that a trench three feet deep running from the telephone area to the tin chapel had been dug across the field, effectively cutting our site in half. We were told by the Museum that this had been dug by residents of Hewell Grange so that a water main could be laid down to the chapel and a proposed water mill. Once the pipe had been laid the trench would be refilled. From memory this took several years. However, we were able to connect into the main to supply our steaming bay and station.

Then last year a lake appeared in the Museum car park area. It was discovered that water from this was coming from a leak in this water main. The Museum attempted to trace the break but were unsuccessful. The only practicable solution was to lay a new main. This resulted in our having to run a temporary supply by hose from the rear of the 'String of Horses'.

Contact was made with the Museum to determine if they would reinstate our supply..... Eventually the committee took the decision that if we needed a supply in reasonable time then we should relay the pipe work ourselves. The plan was to make a connection from our club house to the station and to supply the steaming bay from there using the pipe already in place, and to find and isolate the pipe laid some years ago to avoid water flowing back into the main.

So much for that plan. The pipe-line to the station, no problem, apart from having to employ a contractor to dig the trench, as our ageing membership are probably not up to digging several tens of yard's of trench three feet deep. Pipe installed and refilled. Now to find the old supply pipe. More excavation and searching with no result. The only reasonable solution was to supply the steaming bay via a new pipe from the station area. So, more trench work and pipe laying.

We now have a new water main supplying the station and steaming bay and the evidence of the trenching, which has made something of a mess of the grass. However, you recall that last year we did extensive work on the site laying land drains, and the grass has almost recovered from that work, so all should be well in time. The water-mill was never actually built and many of the bricks were used building the supporting wall and embankment when the track was extended past the play area.

I have to say it makes me very proud to be chairman of such willing club members when I see lots of them beavering away at the numerous tasks our site demands, as you'll see from the photos on pages 6, 7 and 8.

Committee matters

December

Peter Maybury said that the cost of having 200 leaflets printed on good quality paper will be £30. It was agreed to have 200 printed. Peter also said that Pat Cross had started to gather information and make plans for the proposed portable 16mm layout.

The secretary reported that the dates for the 2019 open days had all been published nationwide.

Alan Larigo has handed over the membership secretary role to Dave Fort who will do it on a temporary basis until around August 2019, when he and Geoff Leigh will swap roles.

Peter Richards of Droitwich AED has informed us that due to the number of AED's now installed in the area he is no longer able to get round and carry out monthly checks on them all himself, so he is asking that, where possible, will someone at the site carry out the check. Richard Alton has agreed to do the check at our site.

Richard Taylor said that he had inspected the spare railway sleepers that we have on site and they are not in good enough condition to use on the road bridge. Buildland at Redditch are advertising reclaimed sleepers and Clive Wilson said he would go and see if they are suitable.

Clive Wilson and Richard Taylor have looked at the cost of various ways of reinforcing the grass area of our site where members park. Some of the systems available are very expensive and it was agreed we could not justify

the expenditure, however, Richard Taylor has seen a pin-down plastic mesh system that he feels would work. The cost for the area we need to cover is £700 and it was agreed to proceed with that around March 2019 when the grass starts to grow.

Brian Bain said that the new benches had been stripped down and the quote for having the metal ends shot blasted and powder coated cream was £400 pounds. It was agreed to proceed with that.

January

The annual maintenance checks of all passenger cars, the passenger car hydraulic lift, steaming bay loco lift and the loco traverser in the station and all 240v equipment have been allocated.

The annual service of the grass mowing equipment has been done by our usual contractor.

Richard Alton suggested that in order to save a great deal of laborious work we have all the timber of the station benches professionally stripped and sanded. The cost will be £200 and this was agreed. Brian and Roy have already spent a lot of time and effort preparing the timber.

Clive Wilson said that the Museum had had new entrance gates to the car park installed and that we should try and get agreement to reinstate the dual locking arrangement.

February

Realignment work on the G1 track is planned for March.

Future Club Events

Open day Saturday 11th May

Modern traction day Saturday 6th July

Wed July 31st Visit from Bromsgrove Railway Club.

Public running

April

Sunday 31st March Mothers Day

Tuesday 16th April Children's Activities

Wednesday 17th April Children's Activities

Thursday 18th April	Children's Activities
Monday 22nd April	Easter Monday
Tuesday 23rd April	Children's Activities
Wednesday 24th April	Children's Activities
Thursday 25th April	Children's Activities
May	June Sunday 16th June Fathers Day

Monday 6th May	May Day
Sunday 12th May	Mills Open Weekend
Sunday 19th May	VW Show
Monday 27th May	Spring Bank Holiday
Tuesday 28th May	Children's Activities
Wednesday 29th May	Children's Activities
Thursday 30th May	Children's Activities

Recent Club activities

Our stand at the Fosse was a good cross section of our members' interests

showing the care and attention to detail we give to our models. Much interest was shown by members of the public. A great advert!



photo Geoff Leigh

Noticeboard

Please welcome new member Ken Clegg.

We now have the new members' certificates of public liability insurance for 2019/20. If you require one see Richard Taylor.

5-inch locomotives for sale

4-2-2 Stirling single. Full Southern Fed. boiler history. Well used and may need an odd bush but perfectly usable. Paint worn.

2-4-0 Metro tank Martin Evans chassis with correctly modelled superstructure. Full Southern Fed. boiler history. Runs well. Paint not of glass case quality.

Please contact Peter Dawson on 01384 873263

A note from Clive Wilson

Some hasty repairs are underway prior to the main running season commencing. Some pillars had been found to be either floating and/



photo Martin Attewell

(Not curve B but a much more interesting photo!)

or twisting so urgent actions taking place. A few of the pillars on Curve B (past Steaming Bay) are being adjusted and set in concrete to stabilise these problems. Q. Who coined the expression 'Permanent Way' as there's nothing permanent about it???

In response Dave ? came up with this note for our Facebook page. (Kindly reproduced here for those of us who can just about manage to do e-mails!)

Permanent way or not so permanent way?

Chief ganger Clive has gone all metric meaning that the rail height and superelevation of our 127mm gauge track now have to be correct to the nearest millimetre rather than the nearest inch. To achieve these improved levels of accuracy, it's become necessary to counter elevation changes caused by the intercontinental drift, so the accompanying pics show the PW gang concreting in pillars that previously had a mind of their own so far as their verticality and position were concerned. What would really please Clive, of course, would be an environment where the temperature is stable to within plus or minus 0.1 deg C with minimal rainfall and constant humidity. Maybe next winter's PW undertaking will be to build an Eden Project style dome to cover our site?"

Our refurbished trailer ready for use behind the mower thanks to the team involved including the late Phil Lamb, Brian Mould, Geoff Leigh and Richard Alton.



Willing members Brian Bain, Ron Banks and Alan Larigo moving some slabs so that the bench hiding the garden can be moved to the new position nearer the track. In the background Doug Collins

and Les Coombes tamping the grass over the new water pipe trench.

Peter is working on the final connections of the new water pipes to the station and the steaming bay in this photo of Peter Dawson and Peter Maybury which has got to be a candidate for a **CAPTION COMPETITION**



The views expressed in this newsletter are not necessarily those of the club, the committee or the editor. Copying in any way is not allowed without permission. ©2019 BSME